



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

**Chicago Metropolitan Agency for Planning (CMAP)
Environment and Natural Resources Committee
DRAFT Minutes
Thursday, May 4, 2017**

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Lake County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present: Lynn Boerman (via phone) – IDNR, Keary Cragan – U.S. EPA, Jack Darin – Illinois Sierra Club, Martha Dooley – Village of Schaumburg, Jackie Forbes – Kane County Division of Transportation, David Leopold – UI Labs, Stacy Meyers– Openlands, Joe Schuessler – MWRD, K.C. Doyle (for Deb Stone) – Cook County Department of Environmental Control, Kim Wasserman-Nieto – Little Village Environmental Justice Organization, Mike Warner – Lake County Stormwater Management Commission, Sean Wiedel – Chicago Department of Transportation, Moira Zellner – University of Illinois-Chicago

Members Absent: Ed Collins – McHenry County Conservation District, Danielle Gallet – Metropolitan Planning Council, Pete Harmet – IDOT

Staff Present: Nora Beck (staff liaison for ENR), Lindsay Hollander, Tim McMahon, Jason Navota, Jared Patton, Elizabeth Scott

Others Present: Melissa Petkovic – Metropolitan Planning Council

1.0 Call to Order

Sean Wiedel called the meeting to order at approximately 9:30 a.m.

2.0 Agenda Changes and Announcements

- **Alternative Futures Forum:** "[Where We'll Live in 2050](#)," on Thursday, May 4, from 6:00 to 7:30 p.m., co-sponsored and hosted by the Chicago Architecture Foundation (224 S. Michigan Ave., Lecture Hall, Chicago, IL).
- **Alternative Futures Walkable Communities:** Metroquest and Partner toolkit for spreading the word are available here, please spread the word.

3.0 Approval of Minutes

A motion to approve the minutes of the April 6 meeting was made by Martha Dooley, seconded by Jackie Forbes. The motion carried with all in favor.

4.0 ON TO 2050: Financial Plan Update

As required by law, CMAP must prepare a financial plan to ensure adequate resources are available to support the investments and policies included in the long-range transportation plan. [Previous forecasts](#) found that revenues will be insufficient to fiscally constrained expenditures for operations and maintenance -- and will be unable to constrain any expansion and enhancement activities -- over the ON TO 2050 planning period. As a result, additional revenues will be needed to meet the region's transportation investment goals. Referring to this [memo](#), Lindsay Hollander presented initial policy recommendations and forecasts for five reasonably expected revenues. Committee members asked a number of clarifying questions and discussed the following points:

- **Implementation mechanisms for VMT fee:** Programs in other states are using a variety of options including responders and odometer readings. Anticipate further advancements in this arena. Costs of implementing VMT fee are also being tested in other states. Some drivers may end up paying less, but overall, the replacement of MFT to a VMT fee would likely not be revenue neutral; focus is on making up for declines in MFT revenues.
- **Discussion on freight industry reaction to freight service fee:** Early stages, still gauging interest. National fee collection still needs to be designed. Revenues could come via a formula, competitive grants, or both.
- **Discussion about changing freight distribution and transportation impacts:** Recent trends in freight have led to on-demand delivery, which is contributing to congestion and wear and tear on roads. Fees capturing last mile delivery could influence friendlier last mile modes and generate revenue to pay for costs.
- **Role of education:** Need to effectively communicate the importance of the fees and services at the time of purchase so that people understand what they are paying for and we don't encounter a user fee backlash. The costs of buying a car should also include the costs of paying for the road.
- **Implementation mechanisms for regional revenue source:** Currently being considered as a flat surcharge that could be administered by the state during existing vehicle registration fees; but could be tailored to vehicle type like existing state assessment. Some municipalities have vehicle registration fees, but some have found that locally based administration is not cost effective given economies of scale.
- **Companion work on lowering the costs of maintenance and operations:** Discussion highlighted the importance of this and being accountable to taxpayers when asking for revenues. How could expansion decisions also be evaluated during this process?
- **Other financial mechanisms and potential risks.** For the financial plan, CMAP is considering broad based revenues that could be reasonably expected. Other mechanisms, like congestion pricing and public-private partnerships are more project specific and will be contemplated to the extent possible for the plans fiscally constrained projects. CMAP was encouraged to consider fiscal impacts and risks during the evaluation process for regionally significant projects.

5.0 ON TO 2050: Municipal Capacity Strategy Paper Update

Experience working with communities following the development of GO TO 2040 has highlighted that, while many municipalities in the region wish to be partners in implementing the plan, they lack capacity and face barriers that could be overcome with targeted strategies assistance. In response, CMAP staff, in conjunction with the Metropolitan Planning Council, are exploring policy reforms and strategies to assist municipalities in the future implementation of ON TO 2050. Using a [presentation](#), Lindsay Hollander presented initial findings and draft strategies under consideration. Committee members asked a number of clarifying questions and discussed the following points:

- Status of Lake County's efforts in municipal consolidation. First step is focused on dissolving paper governments that have no operating budgets.
- Assistance with contracts and legal issues. Small communities struggle with these items; could assist with templates or specific project support.
- Joint procurement. Communities may need help figuring out what questions to ask and how to start to set this up.
- Recent state innovations with procurement (street lighting, IT, etc) could be useful for communities and likely have stronger purchasing requirements. Discuss downsides with state involvement, perhaps county efforts would be more resilient considering state budget issues.
- Support for receiving federal funds is difficult. Administratively but also with local match requirements. Discussion over regional grant making and how public private partnerships could help provide local match.

6.0 ON TO 2050: Inclusive Growth Strategy Paper

CMAP staff have been working with a resource group to develop an approach to inclusive economic growth for ON TO 2050. This approach connects efforts to decrease inequality to longer, stronger regional economic growth. Using a [presentation](#), Elizabeth Scott presented findings and draft strategies from the inclusive growth strategy paper. The draft strategy paper is anticipated to be complete in July, in time for the [Alternative Futures Forum](#) on Transformed Economy in Homewood, IL. Committee members asked a number of clarifying questions and discussed the following points:

- UIC study on social exclusion: Recent efforts on the mechanisms, not just the variables, may be helpful.
- Environmental justice extends past air quality, transportation investments, particularly in freight, can bring other impacts associated with land use change in addition to the transportation itself.
- Importance of inclusionary decision-making. Communities need to be involved in setting priorities, instead of the region responding by making investments for them.

7.0 ON TO 2050: Lands in Transition Strategy Paper

GO TO 2040 focuses on encouraging compact and infill development; while also containing several strategies for those areas of the region that are currently in agricultural use and/or contain natural resources. Using a [presentation](#), Nora Beck presented the [draft strategy paper](#), which provides recent land development and protection trends as well as strategies to maintain agricultural and natural lands and enhance development decision-making. Committee members asked a number of clarifying questions and discussed the

following points:

- Identify other levels of state review that could better account for agricultural and natural resources. The State Department of Agriculture is involved in reviewing farmland impacts to state investments, but how effective is this program and what could be enhanced? IEPA's Facility Planning Area amendment process also accounts for soils, but this program is influx and may not have adequately considered these impacts in the past.
- Local financing options should include stormwater volume credit trading mechanisms as a way to operationalize land acquisition and address stormwater management.
- Identification of agricultural and natural resources should extend beyond the planning area to recognize more functional connections. For example, communities should be aware of upstream or downstream impacts of development on open space.

8.0 Other Business.

None.

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

The ENR Committee is scheduled to next meet on Thursday, June 1, 2017.

11.0 Adjournment

The meeting adjourned at 11:15 a.m.

Respectfully submitted,
Nora Beck (ENR Committee Liaison)
May 4, 2017